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CENTRAL INTELLIGENCE AGENCY 25X1A

INFORMATION REPORT

COUNTRY International
SUBJECT Great Lakes-Europe and Great Lakes-Caribbean
Steamship Services to Increase

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THIS IS UNEVALUATED INFORMATION

1. During the 1953 season of navigation, direct Great Lakes-European and Caribbean steamship services attained the highest number of sailings in the history of the trade.
2. The 12 foreign flag lines operating in the trade totaled over 250 sailings into the Great Lakes via the St Lawrence River. It is expected that the 1954 season will reach an even higher level as additional ships are being built for the service.
3. In 1954 it is expected that there will be 73 ships operating on a regularly scheduled basis into the Great Lakes. It is also expected that there will be more chartered vessels operating into the Great Lakes than in previous years.
4. A re-cap of the services offered in 1953 and the anticipated services for 1954 is as follows:

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5. HAMBURG-CHICAGO LINE - /German/ - In 1953 the Hamburg-Chicago Line operated 10 ships into the Great Lakes from Western Europe and is expected to add at least three ships, currently being built in Germany /Federal Republic/, during the 1954 season. The vessels operated by the Hamburg-Chicago line are:

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-2-

Gehrimrat Sartori	Cleopatra	Adriana	Anne Marie
Konsul Sartori	Desdemona	Luciana	
August Sartori	Ophelia	Elfriede	

6. The latter two may be released from service in 1954 if ships currently under construction are completed in time to open the season.
7. FABRE LINE - /French/ - In 1953 the Fabre Line operated seven ships into the Great Lakes from the Mediterranean area. It is expected to maintain the same fleet and possibly charter up to four additional ships during the 1954 season.
8. The line is operating two ships recently built for the Great Lakes service, the Marquette and the Jolist, and is operating five Norwegian ships on a charter basis. These are:

Kollbryn	Polycrest	Annik
Kollfinn	Cygnus	
9. CANUK LINE - /UK/ - This line entered the trade in 1953 and operated two ships. It is expected to add three more vessels on a charter basis in 1954. This service operates between the UK and US and Canadian Great Lakes ports only.
10. Vessels operating in 1953 were the following chartered vessels which are German-owned:

Karsten Witt
Adolph Gleue
11. AHLMAN TRANS-CARIBBEAN LINE - /German/ - In 1953 the Ahlman Trans-Caribbean Line operated two ships in the Great Lakes-Venezuela and Colombia service and it is expected that a third, and possibly a fourth ship will be added to the service in 1954.
12. In 1953 the line operated the following:

Colonia
Ciandra
13. These ships have very unusual silhouettes as far as the Great Lakes trade is concerned. Both vessels have a rakish bow which is unusual as it cuts the carrying capacity by a very marked degree. The new ship which Ahlman Trans-Caribbean is adding to the fleet has been redesigned and will have a blunt bow. It will have a capacity of 150 thousand cubic feet vs 90 thousand for the Colonia and Ciandra. The fourth ship, currently being built, will likewise have 150 thousand cubic feet capacity.
14. The importance of a blunt bow in the Great Lakes trade is because of limitations of the locks on the St Lawrence River. Maximum length of a vessel in this service is 258 feet as the locks are only 260 feet long. Maximum draft is 14 feet.
15. FJELL LINE - /Norwegian/ - In 1953 the Fjell Line operated 11 ships in the Great Lakes-UK and Continental trade and is expected to maintain the same size fleet in 1954, although two new ships are being built for the service. If they are available during 1954, two chartered vessels operated by the Fjell line will be released. Vessels to be operated in the trade in 1954 are:

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-3-

Veslefjell	Grindefjell	Ornefjell	Oris
Rutenfjell	Makefjell	Ravnefjell	Vigor
Lukeseffjell	Hemsefjell	Svanefjell	Ferdinandstor

16. The last two ships were operated on a charter basis in 1953 and may be replaced by the Grindefjell, now nearing completion and the Ternfjell, which is being rebuilt after having been sunk in 1948 off the UK.

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17. SWEDISH-CHICAGO LINE - /Swedish/ - In 1953 the Swedish Chicago Line operated five ships in the Great Lakes-Western European and Scandinavian trade and expects to maintain the same size fleet in 1954. The vessels operated in the run will be:

Monica Smith	Signeborg	Fredeborg
Helga Smith	Ragneborg	

18. ORANJE LINE - /Dutch/ - In 1953 the Oranje Line operated seven ships in the Great Lakes-Western European trade and in 1954 expects to add at least one more ship which is currently under construction. The new ship will be named Prins Willem II. In 1953 the Oranje Line operated the following:

Prins Willem I, III, IV and V	Prins Phillip Willem
Prins Maurits	Prins Frederik Hendrik

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19. SWEDISH-AMERICAN LINE - /Swedish/ - In 1953 the Swedish American Line operated five regular vessels and two chartered vessels into the Great Lakes from Scandinavian ports, including Finland, and expects to operate six ships on a regular basis in 1954. Vessels regularly assigned to the run are:

Erholm	Borgholm	Rynholm
Labolm	Torsholm	Siljan

20. The Ryholm will be returning to service in 1954 after having been sunk in the St Lawrence River a couple of years ago. It has been rebuilt and a refrigeration compartment has been added to its facilities as an experiment.
21. ARM LINE - /French/ - In 1953 the Arm Line operated five ships on a charter basis into the Great Lakes from Western Europe. However, tramp service only was offered. It is expected that it will continue to operate five vessels in 1954. One of the Arm Line ships, a chartered German vessel Wallschief, was sunk during the 1953 season as a result of a collision with a Great Lakes ore carrier. It is currently in dry dock in the US awaiting orders to be repaired or scrapped.
22. METRON LINE - /Greek Controlled/ - The Metron Line operated two vessels in the Great Lakes-Continental trade in 1953 and it is expected that it will operate four ships in 1954. Fundamentally, this line is a tramp operation. Solid loads are booked from the Continent to Chicago or other Great Lakes ports and the line will carry anything outbound at a price about 50% off the rates of the regularly scheduled lines.
23. During 1953 two other lines inaugurated service from the Great Lakes into the Caribbean area with one ship each, but it is expected that both will withdraw from the service in 1954.
24. The West Line operated the Armira on a charter basis and the Cuban-American Line operated the Rabat, also on a charter basis. Both lines concentrated on hauling sugar from Cuba to Great Lakes ports, but had difficulty getting out-bound cargo because of the irregular nature of their calls.
25. A late rumor concerning the Great Lakes-European service is that a very prominent German line will enter the trade in 1954. No specific details are known to date.

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-4-

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-4-